

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY MAIL DAY.)
Contains the Week's News of Hongkong and the Far East.
Price (including Postage) to any part of the world \$12.00 per annum.

The China Mail.

ESTABLISHED 1845

SE. ASIA
Orders of the China Mail and Overseas China Mail may be made to the agents at the following ports:
Canton, Shanghai, Hongkong, Peking, Tientsin, Hankow, Yokohama, Kobe, Manila, Cebu, Singapore, Batavia, London, and other ports.

No. 16,861.

號四十月十年六十百九千壹

HONGKONG, WEDNESDAY, OCTOBER 4, 1916.

民國六年十月四日

PRICE, 88.00 Per Month

THORNES

OLD VAT No. 4 SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 316.

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.
Thursday, Oct. 5th.—Recruits of No. 4 Company under C.S. Major.
Friday, Oct. 6th.—No. 2 Company, Maxim Gunners. Recruits of No. 2 Platoon under C.S. Major.
Saturday, Oct. 7th.—Detachment Drill 4.30 p.m. under Sergeant-Major Roylance.
POLICE RESERVE ORCHESTRA.
The Orchestra will play on the following dates in aid of charity:
Thursday, Oct. 12th.—St. John's Ambulance Brigade Concert at the Victoria Theatre in aid of the British Red Cross.
Thursday, Oct. 18th.—"Ouz Day" Open Air Concert in the Public Gardens in aid of the War Charities.
Practises for the above have been fixed for Thursday, Oct. 5th, Monday, Oct. 9th, Monday, Oct. 16th, and Wednesday, Oct. 18th.
The Band will not practice during the period Oct. 1st to 21st.
JOINTED.
William Frederick Gardner.

EXEMPTIONS.
All verbal Exemptions (real or imaginary) from Parades Drills and Patrols granted by the D.S.P. (B.) are by his order hereby withdrawn.
Applications for exemption must be made in writing through the official officers who will submit them, if necessary.

The following is substituted for the order issued on 25.9.1916:—
No Patrolmen may provide a substitute more often than once a month unless he obtains the sanction of his Patrol Duty Warning Officer who may allow exemptions, but only if in his opinion such exemption is absolutely necessary.

COMMAND.
The A.S.P. (B.) will attend daily at the D.S.P.'s office from 4 to 5 p.m. Saturdays and Sundays excepted.
(Sgd.) J. W. FRANKS,
A.S.P. (B.)

UNDERGROUND HOSPITALS.

The London correspondent of the "Providence Journal" states that the trenches captured on the Somme show that they had undergone most careful preparation. Many were concrete-lined throughout, and the drainage and water systems were complete. The medical staff found two emergency hospitals, one 50ft. and the other 30ft. underground, with great rooms, exhaust fans, and operating tables. Though thousands of shells were bursting overhead, the staff could not hear a sound. The perfection of the details is a conclusive proof that the German staff was confident the positions would not be taken. The hospitals contained thousands of pounds worth of instruments and materials, comprising full hospital units.

NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN, desiring to leave the Colony should apply in writing for permission to do so to the Captain-Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the name of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 4 p.m. and 2 p.m. to 4 p.m. daily.

TANG YUK DAY, successor to the late HEN HING.

TERMS VERY MODERATE.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
8,000 Tons, 3,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON, HAY.

BY APPOINTMENT.
WATSON'S DRY GINGER-ALE.
FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.
Pints \$1.20 Per Dozen.
Splits 70 Cts.

TRADE MARK
A. S. WATSON & CO., LTD.,
STERILIZED WATER MANUFACTURERS.
Telephone 438.

CHINA AGENCY & TRADING CO.

IMPORTERS, EXPORTERS & GENERAL AGENTS.

10, Queen's Road Central.

DEALING in American Hardware, Tools, Machinery, Paints and Oil, Lamps, Window glass, Building materials, Railroad and Ship Supplies, etc., etc.

PRICES MODERATE.

Telephone 3142.

Hongkong, July 29, 1916.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SERIAL CARS by arrangement at the Company's Office, Alexandra Road, Hongkong.

Don't forget to get your tickets.

Season and punch tickets available for all cars not already full, running at the time stated in the Company's time tables, but not for special cars, and can be obtained on application at the Company's Office.

No return ticket will be issued until payment therefor has been made in Bank Notes or by Cheques or Compost Notes.

JOHN D. HUMPHREYS & SON.

KING EDWARD HOTEL.

Central Location.

Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fixings.
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 373.
Telegrams: "KING EDWARD."
"Victoria." J. WITHELL, Manager.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE INSURED THE SHIPS OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

CONTACT, LTD.

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL SUMS AS AT 31st DECEMBER, 1914.

£35,970,367.

—Authorized Capital £4,000,000—

—Subscribed Capital £4,500,000—

Paid-up Capital £2,457,500

—Fire Funds £3,377,047

—Life & Annuity Funds £1,567,500

—Sinking Fund Account £28,230

£28,970,367

Revenue Fire Branch £2,281,408

Life and Annuity £3,141,595

Revenue Marine Department £27,228

Other Receipts £28,940

£28,970,367

—The Accompanying Details of the various Branches are separately given on page 77 of the Report, and are also to be found in the various Branches.

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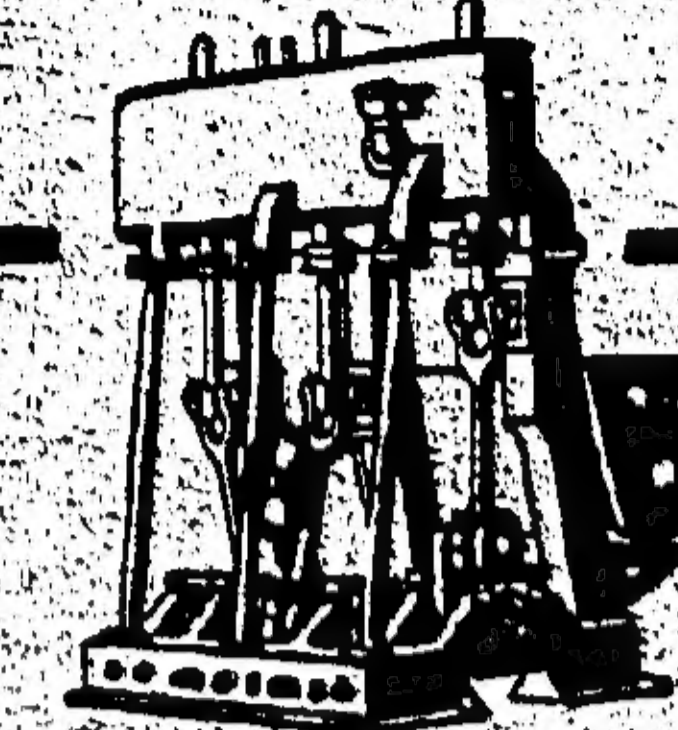
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BUSINESS NOTICES.



TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES OF EVERY DESCRIPTION.
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
OF HONGKONG LTD.
AGENTS: BUTTERFIELD & SWIRE
—TELEPHONE 712—
—TAIKOO DOCKYARD—
—TAIKOO DOCKYARD—

LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1853

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 16" CABLE LAY 5" to 15" 4-STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Please, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Manager.

Hongkong, April 31, 1915.

THE HONGKONG HOTEL

(AND)

GRILL ROOM

J. H. YAGBART

MANAGER.

PEAK HOTEL.

ADJACENT TO THE TRAMWAY TERMINUS, 1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephone 11 at rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Billiard Room.

Rooms—From 50 per day Net.

Manager: J. H. YAGBART.

Telephone 11 at rooms.

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Telephone 11 at rooms.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD. Portland Cement

In Casks of 575 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGER

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 4th OCTOBER.

8 A.M. 'HEUNGSHAN' 5 A.M. 'HONAM'

10 P.M. 'KINSHAN' 8 P.M. 'FATSHAN'

THURSDAY, 5th OCTOBER.

6 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'FATSHAN' 8 P.M. 'KINSHAN'

Single Fare by Night Steamer \$5.00

Return Fare by Night (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 8.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2008. S.S. 'SUI TAI' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 8th OCTOBER.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDIA-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SHANAM' 1,685 Tons, and S.S. 'HANNING' 1,465 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers and cargo to Hongkong or vice versa by the Company's direct Steamers 'LIN KAN' and 'SANUL'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANHOUS (First Floor)

Opposite the Bank of China.

THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipyards and can accommodate any craft of 200 tons.

Town Office: 45, QUEEN'S ROAD CENTRAL, HONGKONG. Telephone No. 432.

Shipyards: Sham-Sui-Yu, Kowloon, Hongkong. Telephone No. K. 3.

Estimates furnished on application.

WONG KING WAI, Manager.

Hongkong, April 1, 1915.

Bournville

The 'COCOA de Luxe'

HIGHEST GRADE BRITISH MADE

CADBURY'S

CHOCOLATES

In Town and Country Stores

Specialists in all the latest

and most popular

chocolates

and confectionery

of all kinds

and at the lowest

prices

possible

and

at the

lowest

INTIMATIONS

NOTICE TO MARINERS

"HAINAN HEAD" Buoy is reported out of position and is now situated about one mile East of its charted position on the North-west edge of Hainan Bank.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, Oct. 2, 1916. 1000

CHINA EXPORT-IMPORT AND BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.

BRADLEY & CO., LTD.
Liquidators
Hongkong, Oct. 2, 1916. 1088

"REGAL"

RECORDS.

(Cohen on the Telephone

6500 (Abe Levi's Wedding

6724 (Cohen Refuses a Loan

7066 (Cohen is Arrested

(Cohen at the Call Office

CALL AND HEAR THEM

AT

THE ANDERSON

MUSIC CO., LTD.

6, Des Vaux Road. Tel. 1327.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW,

SHANGHAI,

CANTON.

JAPANESE MAKERS

Every kind of Footwear

MADE

TO

ORDER

CHERRY & CO.,

PEPPER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

"CHINA MAIL"

PUBLICATIONS

OBTAINABLE at the "CHINA MAIL"

Office, 5 Wyndham Street, Hongkong.

HISTORY OF UNION CHURCH

(1861-1905)

HONGKONG'S MUSICAL

HISTORY

NOTES ON "WILD LIFE" IN

HONGKONG AND SOUTH

CHINA (By Rev. G. A.

Burnaby, M. A.)

Part I—Mammals and Birds

Part II—Reptiles, Amphibians and

Fishes

THE MISSIONS STRANGERS

(History of the Eastern

Churches) (By Rev. G. A.

Burnaby, M. A.)

CHINESE SCHOOL BOOK

(San Yee King, translated

by Rev. G. A. Burnaby, M. A.)

MEMORANDUM

OF THE

CHINESE

MISSIONS

STRANGERS

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Churches) (By Rev. G. A.

Burnaby, M. A.)

CHINESE SCHOOL BOOK

(San Yee King, translated

by Rev. G. A. Burnaby, M. A.)

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 7th October, 1916, at 12 o'clock Noon, at the Offices of the HONGKONG JOCKEY CLUB, on the ground floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of Course.
Hongkong, Sept. 23, 1916. 1071

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

AS from 1st October, 1916 the Branch Office of the above Company will be at No. 2, QUEEN'S BUILDING, (second floor) No. 1, Ice House Street.

By Order,
E. LESTER ARNOLD,
Local Manager.
Hongkong, Sept. 30, 1916. 1084

FRENCH GOVERNMENT LOAN 1916.

PRICE OF issue Frs. 87.50. SUBSCRIPTIONS LIST will be open on the 5th October and close on the 25th of the same month.

The Bonds are issued in France, in multiples of Frs. 100.00 and upwards. Bills and bonds of the National Defense bought before the 1st October, 1916, are accepted in payment.

Applications will be received by the Hongkong Branch of the Banque de l'Indo-Chine from date.

Hongkong, Sept. 30, 1916. 1080

Isay

KEATING'S

LOZENGES

cure the worst Cough

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

BUTTER.

IT IS ABSOLUTELY THE BEST

NEW ZEALAND TABLE BUTTER.

Sole Agents

THE DAIRY FARM CO., LTD.

Over 30 years ago the late Lord

ROBERTS was afflicted with the

same complaint, and after many

years of suffering, he was cured

by the use of KEATING'S

LOZENGES.

Sold in this by all

Chemists and Stores

throughout the Country.

Beware of Imitations.

SHIMPOON (SEBATTI) COAL.

THE Undersigned having been appointed

Agents for the COWIE HARBOUR

COAL CO., LTD., are prepared to quote

prices for best quality SHIMPOON

COAL (either in bulk or in bags) at

SEBATTI or SANDAKAN (British North

Borneo).

SHIMPOON COAL compares favourably

with the better grades of Japanese

Coal and gives good results on a very

moderate consumption.

Shippers calling at SEBATTI or

SANDAKAN exclusively for SHIMPOON

COAL (either in bulk or in bags) are

exempt from payment of all Port

charges.

At SEBATTI Steamers are berthed along-

side the Company's wharf where there is a

minimum depth of 27 to 28 feet at low

water Spring Tides.

Charts of Sibuko Bay (Sebatti Har-

bour). Prices and all other information

concerning the Port can be had on

application to the Agents.

BRADLEY & CO., LTD.,

Agents COWIE Harbour Coal

Company, Limited.

Hongkong, Dec. 5, 1915. 1097

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

A REVISION OF PRICES OF

Mashers-frères

FAMOUS EGYPTIAN CIGARETTES.

FELUCCA

(No. 33)

SPECIALS

(Format grand)

These two well known brands that have made so many friends in Hongkong, China, and many other parts of the world are now sold at the following prices by the stores named below.

\$1.50 for a tin of 50 Cigarettes duty paid.

\$3.00 " " 100 " " "

By A. S. WATSON & Co., Ltd.

KELLY & WALSH Ltd.

VICTORIA DISPENSARY.

ANGLO EGYPTIAN TOBACCO STORE.

LANE, CRAWFORD & Co.

HONGKONG CIGAR STORE.

GRAECO EGYPTIAN TOBACCO STORE.

LORD ROBERTS'S LAST DAYS AT ST. OMER.

VISCOUNT FRENCH'S STORY OF A MIDNIGHT CONFERENCE.

TRIBUTES BY LORD DERBY AND SIR D. HAIG.

Sir Douglas Haig, Lord French, and Lord Derby paid warm tributes to the memory of Lord Roberts on the occasion of the unveiling at Glasgow recently of a equestrian statue of the illustrious soldier—a replica of the statue erected in the Maidan at Calcutta. The statue was unveiled by Countess Roberts, and drawn up in front of it were veterans who took part with Lord Roberts in the Indian Mutiny and other campaigns.

Sir Douglas Haig wrote from France to the Lord Provost:—

I congratulate the citizens of your great city on having soon completed a memorial to our great soldier, who devoted all the years of his life with so much success to the service of his King and his country. He died at the outset of this war. For many years he had seen it coming, and how unconsciously he laboured in the hope of awakening his countrymen to the vital necessity of preparation and the training of their youth in arms for national defence!

In the present determined attitude of the people at home towards the war we are reaping the benefits of the war of the last years of his life. All his countrymen must feel a pang of regret that the gallant old soldier was not spared to see how splendidly the British people have risen to the occasion, and how, through many tribulations, they are steadily bringing this terrible war to a triumphant end. Lord Roberts died as he would have wished—a soldier's death in the service of his country, and in the hearts of us all his spirit fights on in the battles of France and Flanders.

LORD ROBERTS'S WARNINGS.

Lord Derby said that Lord Roberts was really a big man full of a vitality, which made up for lack of inches. His sense of duty was the greatest of his many virtues, two conspicuous examples being when he consented to lead our armies in South Africa when his only son had been killed, and when he went about the country calling upon the people, who would not listen to his voice. He saw our danger, and he put it as clearly as any man had ever put a case before the people of this country, but he was treated with scorn by many who should have known better.

"It is," said Lord Derby, "all very well to be patriotic at the present moment, but when I see some of the patriotic speeches of certain men I turn up their noses to see whether their patriotism is so deep seated as they would have us believe. No, it was Lord Roberts who preached the lesson which we are learning now, not too late, perhaps, but still if it had been learnt earlier, it would have saved thousands of lives and millions of pounds."

"I wish that he could have lived to see our splendid armies, the real armies we ought to have had before the war and not after the war had begun. I could wish that he could have seen them, but it was not to be. He left behind him his great memory, which inspires not only the armies of the present but the armies of the future."

KEEN TO THE LAST.

Lord French gave a little pop into what took place on the occasion of Lord Roberts's visit to France. "It was," he said, "just two nights before his death that he arrived at St. Omer, and it was

late in the evening when I urged him to retire to rest after his long and tiring journey, and in view of the hard day's work that lay before him on the morrow. We were then in the midst of important and critical operations, and it was my custom to hold a conference with the General Staff and the reporting officers at midnight, when the military situation, as it had developed in the day, was carefully discussed and appreciated. These conferences sometimes lasted two hours.

"I happened to have told the Field-Marshal about it, and when I urged him to rest he said, 'Oh, no; I must wait for the conference, and I wish you to let me be present.' And this he persisted in doing. He followed every word that was uttered and every line on the maps with the keenest intelligence, and although he did not lie down until the small hours he was up to his eyes in the morning.

"We know the sad sequel to the story and they terrible loss the nation was upon to suffer, but we soldiers of the Expeditionary Force in France will never forget that our great and much beloved Commander-in-Chief died in our midst." (Cheers.)

GERMAN SLAYERS.

Mr. Cyril Brown, a "New York Times" correspondent, in despatch from Sedan says:—

"I am told that 22,000 French civilians, men, women, youths, and young girls, have so far been evicted from Lille, Roubaix, and Valenciennes, and have been distributed chiefly in the Champagne. I visited the thirty-four civilians at Sedan, and thirty-four civilians at Sedan, and thirty-four civilians at Sedan. An officer stated that 2,000 German soldiers, because they had been evicted from their homes, had been sent to the front. He said that the difficulties of feeding the masses caused Germany to take action. I am inclined to believe that it has been done to relieve the military pressure on the strategic railways, and also on account of the necessity of obtaining workers to man the munitions factories in Northern France.

The military commander of the Sedan district related how he had solved the problem of housing 700 by the cottage system. From 12 to 16 to a house—married women separate, unless married. Girls were placed in the care of married folk, and immoral women were segregated near the Belgian border. Each house was under a person responsible to the commandant. The list of occupants in the hallway of a typical cottage contained the names of a banker, a chauffeur, labourer, fisherman, mechanic, and a printer. A military doctor visited them semi-monthly. They were fed by the American Relief Committee, but they buy extras with their earnings. The unfavourable side of the picture is seen in the industrial barracks at Sedan, where the men complain of lack of variety in their diet. They are under surveillance, and subject to discipline. They receive eighty centimes a day, as wages.

The "New York Times," commenting upon the German explanation that non-combatants were evicted because of the danger of British shells says that the danger is nonsense. For the reason given is nonsense. For the reason known only to those understanding the German mind this confession seems intended as a defence. The practice of taking slaves to recruit the home labour force fell into disrepute with the advance of civilisation but it has been restored with other like practices by the Germans.

MORE ROYAL DUTCH CAPITAL.

Another large issue of capital is about to be made by the Royal Dutch Petroleum Company. According to the *Algemeen Handelsblad*, a Dutch newspaper, the company has decided to increase its capital by 10 million guilders (25,000,000). The chairman explained that the increase was being made in order that the company's shares might be introduced to the American market. A completed monthly report showed 500,000 shares, and the chairman, being given the right to subscribe for one share, said: "This offer was accepted by 26,000 shareholders, and the company will be able to introduce its shares to the American market."

INTIMATIONS

YOUR EYES.

SHOULD NOT BE NEGLECTED.

At the first symptom

of eye strain you should

consult us. We test

eyes scientifically and fit

glasses to individual re-

quirements.

CLARK & CO.

SCIENTIFIC OPTICIANS

177, BARRACK STREET, HONGKONG.

HONGKONG & MANILA.

MITSUBISHI CASHI KWAISHA

(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

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HOJO, NAKAZUTA, SANO, KANADA,

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SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL and HARD

WARES. MACHINERY, Wholesale

and Retail Importers. Fig. Iron and

Foundry Cokes Importers. General Store-

keepers and Shipbuilders. Nos. 35 and

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WEDNESDAY, OCTOBER 4, 1916.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Hares, Coal and General Produce
Brokers and Commission
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PROPRIETORS
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Code used
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A. B. C. 4th & 5th Editions.
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Telegraphic Address
"MERLION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

FRIDAY,

the 6th October, 1916, commencing at 1.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—

HOUSEHOLD FURNITURE,
And
A QUANTITY OF
DRAWN THREAD WORK,
GRASS CLOTH, etc.

Comprising:—
1 Persian Carpet (practically new),
Sideboards, Dinner Wagon, Dining
Tables and Chairs, 2 Chesterfield Sofas,
Arm-chairs, etc., Wardrobes and Toilet
Tables, Double and Single Brass and
Brass-mounted Bedsteads, etc., Miscellaneous Furniture, several lots of Blackwood Ware, 2 Pianos, a few lots of Porcelains, etc., Pantry, Bath Room and Kitchen Utensils, Table and Sideboard Covers, Bedspreads, Napkins, Doylies, Grass Cloth Goods, etc., etc.

Also
Brass Jardinieres, Vases, Finger
Bowls, etc.
(Full Particulars from Catalogue)
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 30, 1916. 1087

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. Wiggins & Co., to sell by Public Auction,

THURSDAY,

the 11th October, 1916, commencing at 10.30 a.m., on their premises, No. 1 Ningpo Street, Yau-mai,

VALUABLE PLANT, MACHINERY,
TOOLS, etc.,

including Cast Iron Scrap and Metals,
As follows:—

One Electric Lighting Set, consisting of Highspeed Vertical Steam Engine, etc., complete with Mountings and Switchboard, Marine Multitubular Boiler with Furnace, Boiler complete with all Mountings and Feed Pump, One Horizontal Compound Non-Condensing Steam Engine with Pipe Connection Valves and Storage Tanks, Several Double Gearing, Screw Cutting and Surfacing Lathes, Shafts of varying lengths, 1 Planing Machine, complete with Pulleys, etc., 1 Shaping Machine complete with Shaft, Slotted Machine, complete, 1 power and hand-driven screwing Machine, Shaft Miscellaneous Assortment of Dies, Vertical Double Gearing, Drilling Machine, complete, 1 Double Pillar Gearing, complete, Drilling Machine, (equivalent to two machines) by Appleby & Co., Halifax, England.

One Double Column Steam Hammer complete with all connections, One Belt-driven Draught Blower for Blacksmith Shop complete with connections, One One-Wheeling Tank with regulating Gear, Shafting, etc., etc.

Also
Pulleys, assorted Belting, a large quantity of Miscellaneous Material, Tools, etc., Tables and Frying Steel Bars, Wrought Iron, Steel and Cast Iron Scrap.

A large and varied assortment of Brass Valves and Corks, Brass Rods, Machine Screws, Copper Pipes, 3 Copper Plates, etc., etc.

And
SUNDRY OFFICE FURNITURE, etc.
(Full Particulars from Catalogue)
On view from Monday 2nd October.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Oct. 4, 1916. 11048

PUBLIC AUCTION.

THE Undersigned have received instructions to sell

(for account of the concerned),
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,—

ONE PIANO BY BEUSSE, STUTTGART,
In first class condition.

AUCTIONS.

PUBLIC AUCTION.

PARTICULARS and Conditions of the
Lotting by Public Auction, to be
held on TUESDAY, the 10th day of
October, 1916, at 3.15 p.m., at the Office
of the Public Works Department, by
Order of His Excellency the Governor,
of One Lot of CROWN LAND at Kai
Lung Wan, in the Colony of Hongkong,
for a term of 75 years.

| Particulars of the Lot. | | | | | | | | | |
|-------------------------|---|-------------------------------------|-----------------|-----------------|--------------|-----------------|----------------|----------------|----------------|
| Ref. No. | Locality | Boundary Measurements (Approximate) | Area (A. R. P.) | Area (Sq. Yds.) | Area (Acres) | Area (Hectares) | Area (Morgues) | Area (Cahises) | Area (Cahises) |
| 1083 | At Kai Lung Wan, in the Colony of Hongkong. | As per plan plan. | 20.40 | 136 | 136 | 136 | 136 | 136 | 136 |

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M. VICTUALING STORE OFFICER, to sell by Public Auction, on

SATURDAY,

the 7th October, 1916,
at 11 a.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of Ice
House Street,—

A QUANTITY OF FLOUR,
BISCUITS,
RICE,
OATMEAL.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, Oct. 3, 1916. 1081

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

AN EARLY DATE.

The following LIGHTHOUSE GEAR,
etc., viz:—

One occulting apparatus, complete,
Circular wick lamps,
Sparo burners,
Cylinders and wicks,
Incandescent Petrol Lamps, and
appurtenances.

And
A quantity of gear pertaining to
Mooring Buoy.

Also
A number of Locomotive wheels and
Axles.

Further particulars may be obtained
from the undersigned.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 14, 1916. 924

MARTIN'S

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MID-DAY AT NIGHT.

OFFICER'S PICTURE OF
MODERN WARFARE.

An officer, writing home from France,

describes the conditions of the war as

we live in exciting times now, and all

that I experienced before is as nothing

as compared with this. It is quite

impossible for you at home to get any

conception of what is meant by the

newspaper phrase "Terrorific bombardment

along the whole front." The effect both

to the ear and eye is such that the man

is not born who could commit to paper

an adequate description of it.

If you try to imagine all the most

terrible thunder that ever rent the air

and try to concentrate it into one place

and one period of an hour or so, you do

not even then begin to get an idea of the

noise which begins to shake both heaven

and earth, while a mental picture of all

the most vivid lightning you have ever

seen, coupled with "Terrorific" magni-

fic display of fireworks, will not tell

you the half of the effect of the "strafes"

to the eye. The other night I was on duty

at a certain point while a final half-hour's

concentrated bombardment raged, and I

realised as I have never done before what

modern warfare means. In front of me

were field guns which cast forth their

projectiles in one continuous stream,

while behind and at each side of me

came the death-dealing shells from our

big guns. The noise was stupendous,

the crack and boom of the guns in front

and the terrific reports from the guns

behind, coupled with the shriek of the

shells as they passed over our heads,

made one great pandemonium of noise,

and in the superlative degree at that.

DESCRIPTION DEFIED.

The sight of it all was just as gigantic

as the noise; the whole front was a blaze

of light. The bursting of our own shells

and those which the Germans were put-

ting over, together with the glut of star-

shells which both sides were sending up,

made up a sight which will, to me at

any rate, make the most magnificent

display of fireworks at the Crystal Palace

seem as tame as a night-light. And the

feature of a bombardment like this is the

way in which the country in front is

revealed in a light as bright as the

midday sun. You stand in darkness

yourself, and in front you see miles of

country like a huge and eerie panorama.

This is a terrible account, I know, and

it is not the best newspaper corres-

pondent give of what they try to describe.

The fact is, I suppose, that the whole

thing defies description, and the

unfortunate correspondent must feel small

as he reads his copy through.

As an hour or so after what I have

described above the sound of wheels is

heard, and we stand to know that our

first batch of wounded is arriving.

One by one the cars come up and dis-

charge their pathetic cargoes; you cannot

begin to understand what it means by

men broken in the war, until you see

these heroes as they come red-hot from

the fray to have their wounds dressed

before they are passed on to a casualty

clearing station, and from thence to the

base and "blighly." A crowd of wounded

men in Indian with their white bandages

and blue uniforms has inspired pictures

entitled "Broken in the War," but until

you have seen the scene in an advance dress-

ing station or "aid" ambulance when an

attack is in progress the people at home

will have little idea of the true signifi-

cance of the phrase "A few hours before

all this they were past with a smile

and their faces and a song on their lips,

their bodies the picture of life and energy,

and their uniforms clean and smart, and

now they have come out again with bodies

marked with shot and shell, and with

their khaki stained with the mud and

blood of battle.

PORETHLY MARRIED.

Sad, pathetic, ghastly! Yes, it would

be but for one thing, and that something

is gloriously British. All the horrors of

the fight and the agony of the wounds

have not broken their spirits, or taken the

smile from their faces, and the cheery

smile from their lips. They are magni-

fic, even more so in their weakness

than in the strength in which they went

out. The only time the smile leaves their

faces is when they inquire anxiously

whether their comrades are holding the

ground, and whether the regiment is

upholding its proud traditions. It is just

the same as their wounds are dressed.

No complaints, no peevishness, no regret.

It strikes the onlooker as something more

than human, and he feels that there is

something almost divine in a race that

can produce such men as these from

factory and office, field and market place.

This is a just extraordinary. All

the living day, these splendid men work

on without rest or food, they have a smile

and a cheery word for each and every

as gentle, in spite of the rain, as the

gentlest woman. Well, I have seen it

hundred times, but I have never seen it

before. I have never seen it before. I

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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

BATTLES ON RUSSIAN FRONT.

RUSSIANS TAKE 5,000 PRISONERS NEAR HALICZ.

LONDON, Oct. 3. A Russian communiqué states: We drove back dense German columns who attacked east of Novo Alexandrovsk.

Battles continue north of Halicz where the enemy is stubbornly resisting. We have taken 5,000 prisoners here in three days. These include 500 Germans.

RUSSIA'S NEW PUSH.

PETROGRAD, Oct. 3. There is reason to anticipate that General Brusilov's new push will extend north and south of the Lemberg region, embracing the battlefields of Kovel and Vladimir Volynsk and a wide extent of Galicia.

The Entente's Military experts here regard the success south of Brzezany toward Rognatyn as an important stage towards separating the Lemberg and Halicz armies, and they dwell upon the similarity of the Russian and the Anglo-French tactics.

THE BALKAN ZONE.

THE BRITISH BAYONET CHARGE.

BULGARIANS COMPLETELY ROUTED.

LONDON, Oct. 3. A British official report states: Three battalions of Bulgarians counter-attacked our new position on the east bank of the Struma. The attack was broken by our fire. Then a British battalion charged with the bayonet and completely routed the enemy, taking 40 of them prisoners.

Our aeroplanes bombed troops and transport at Prostenik and the railway thence to Seres.

FURTHER SERBIAN SUCCESSES.

LONDON, Oct. 3. A French official report from Salonika states that the Serbians have carried enemy's first trenches on the heights of Starogrob, north-east of Knjasevaca and captured another Bulgarian battery. Bad weather continues.

HEAVY FIGHTING IN DOBRUDJA.

RUMANIANS ATTACKING ALONG THE WHOLE FRONT.

LONDON, Oct. 3. A Rumanian communiqué states: We are violently attacking along the whole front in Dobrudja. The enemy is stubbornly resisting.

THE BRITISH IMPERIAL AIRCRAFT FLOTILLA.

LONDON, Oct. 3. Seventy-eight aeroplanes have now been presented to the Imperial Aircraft Flotilla, the contributions including residents of Shanghai and Hankow.

Twenty-nine aeroplanes have been presented to the Royal Flying Corps by British Malaya.

THE REFERENDUM IN AUSTRALIA.

SYDNEY, Oct. 3. The State Ministers, except that of Queensland, are supporting the Referendum on the question of Conscription.

The Labour organisations of Queensland, New South Wales and Victoria are strenuously opposing it. It is expected that the voting in New South Wales will be decisive.

THE INSURRECTION IN NETHERLANDS INDIA.

LONDON, Oct. 3. A Dutch resident of Timor telegraphs that rebels attacked the Dutch troops on the island of Flores.

THE WESTERN FRONT.

THE SOMME REGION.

PARIS, Oct. 3. A communiqué reports a fairly violent artillery duel north of the Somme and that an attempted attack by the Germans north of Rancourt was repulsed.

A QUIET NIGHT.

LONDON, Oct. 3. The night has been quiet south of the Ancre. Successful raids were carried out south of Loos.

PARIS, Oct. 3. Two enemy aeroplanes were brought down yesterday in the Somme region.

RAID BY BRITISH NAVAL AEROPLANES.

AIRSHEDS ATTACKED NEAR BRUSSELS.

LONDON, Oct. 3. It is officially announced that naval aeroplanes carried out a further attack on airships in the vicinity of Brussels. One failed to return.

A BRILLIANT BRITISH ENTERPRISE.

A GREAT BAYONET ATTACK.

PARIS, Oct. 3. The French papers supplement the particulars of the new brilliant successes which the British gained on the 1st inst. as indicated in General Sir Douglas Haig's report on the morning of the 2nd.

The objective aimed at was entirely gained in less than two hours. It was characterised by a great bayonet attack in which two Hanoverian battalions were driven back despite their desperate resistance.

The services rendered by the "Tanks" included breaking the ground for the infantry advance by levelling a formidable defensive system.

The situation at Le Sars and Transloy is now most critical. They are points of support for the first line of defence of Espeaume, and are being heavily bombarded.

A CAPTURED BAVARIAN ORDER.

A REVELATION OF WEAKENED MORALE.

LONDON, Oct. 3. Reuter's Correspondent at Headquarters reports that a captured Bavarian Order shows that the enemy is suffering from nerves.

A Lieutenant-Colonel plaintively rebukes his men. He says: "I have got the impression that a few Englishmen throwing bombs from their trenches can thoroughly frighten a crowd of Bavarians. If we put an unnecessary barrage on the enemy, he retreats and we suffer. This fight on the Somme front must be dispelled."

CROCODILE TEARS.

SHED BY THE GERMAN CROWN PRINCE.

LONDON, Oct. 3. The German Crown Prince, obviously with the object of furthering mediation, has made a statement to an American Press-correspondent. He wept crocodile tears, deploring the terrible loss of life, and said the German Generals deplored the necessity for using liquid fire and other instruments.

He hinted that American treasures should be invested in sowing the seed of peace.

ALLIES REQUEST TO NEUTRALISE PREVENT SUBMARINES USING NEUTRAL WATERS.

LONDON, Oct. 3. It is officially announced that the Allies have urged the Neutral Powers to prevent the submarines of the

THE REVENUE OF THE UNITED KINGDOM.

A BIG INCREASE.

LONDON, Oct. 3. The revenue for the year has amounted to £319,358,000 as compared with £213,595,500 last year. The revenue from income tax has risen by £38,274,000.

EARLIER TELEGRAMS.

THE KEPPLETT RAID.

LONDON, Oct. 2. The bringing down of the Zeppelin at Potter's Bar was a most impressive spectacle, and was visible from all the northern suburbs on the outskirts of London.

The airship was picked up by the searchlights shortly before midnight as she was coming from the East, and the guns were instantly brought into action. The airship turned towards the south, then towards the North, vainly attempting to escape from the searchlights and shelling.

Suddenly a white arc of flame appeared in her side, and this spread like a wave till she was a mass of fire. Then the airship dipped by the nose and broke in two.

The Zeppelin reached the earth in white-hot fragments within twenty minutes of her first coming under the fire of the guns.

The remains were scattered over two miles of the countryside, but the bulk of the wreckage fell close to a cluster of houses.

A score of men are believed to be buried beneath the pile. Others were shot out of the gondolas as the wreck fell, and were picked up in corners of the field.

An extraordinary statement is made that the Commander of the Zeppelin was picked up alive, but died soon afterwards.

GERMAN VERSION OF THE RAID.

AMSTERDAM, Oct. 3. The German official report of last night's raid is characterised by misstatements.

It asserts that the airships successfully pelleted bombs on London, when in fact they never reached the Metropolis.

It is further stated that the destroyed Zeppelin fell above London, while, on the contrary, the airship was brought to earth fifteen miles away.

THE SOMME FRONT.

LONDON, Oct. 2. General Haig reports that there has been severe fighting in and about Beaumont, where the enemy succeeded in regaining a footing in some buildings.

We improved our positions near Guedecourt and Courcellette. To-day we captured one officer and 63 men.

Our aeroplanes bombed several points of military importance. An enemy kite balloon was brought down in flames.

There were many air-fights, in which two enemy machines were destroyed and many driven down. We suffered no losses.

THE FRENCH FRONT.

PARIS, Oct. 3. A communiqué states: We made some progress east of Bouchevres.

Bad weather is hampering the Somme operations. There was an intermittent cannonade elsewhere.

In the Bouchevres fighting we captured 40 prisoners and six machine-guns.

A German detachment was dispersed, with 50 killed, in the same region.

South of the Somme a small enemy attack south of Verman d'Ouvillers was easily repulsed.

GENERAL JOFFRE WELL SATISFIED.

PARIS, Oct. 3. General Joffre, in an Order to the Northern Armies, states that he is well satisfied with their efforts on the Somme, which had struck a blow at the enemy from which he will hardly recover.

Verdun had been relieved, twenty-five villages had been reconquered, 36,000 prisoners and 150 guns had been taken, and the enemy lines had been smashed to a depth of ten kilometres. The Allied Somme Armies were assured of a glorious part in the final victory.

THE SUMATRA REBELLION.

AMSTERDAM, Oct. 3. There Brigades attacked the insurgents in Sumatra, inflicting losses.

THE BALKAN ZONE.

LONDON, Oct. 3. A telegram from Salonika, dated the 1st inst., states that the Serbians had an important success the previous day at Karmakalin.

After violent artillery preparation which created frightful havoc in the Balkan ranks, the Serbian infantry brilliantly attacked, capturing all the remaining points of the position.

RUMANIANS CROSS DANUBE.

BUCHAREST, Oct. 3.

An official Rumanian communiqué states: On the southern front we crossed the Danube between Rustchuk and Turtukai.

On the north front we captured 511 prisoners at Thurnbul, in the Margita Mountains.

We attacked along the whole front in Dobrudja, and repulsed the enemy's centre and right flank.

"A MOST DRAMATIC STROKE."

LONDON, Oct. 3. The Rumanian announcement of their crossing of the Danube between Rustchuk and Turtukai is a most dramatic stroke, as it threatens General Mackensen's rear.

The exact spot where the Rumanians crossed is unknown, but in any case it is a most brilliant operation, counter-attacking the German claims in Transylvania.

HOIHOW NOTES.

(From Our Own Correspondent.)

WAITING FOR LUNG CHAI KWONG.

Rumours of political changes in Hainan have been numerous during most of the last month. The people learn from Canton that the former Tutuh, Lung, is coming with several thousand soldiers, some say 9,000 and others decrease the number as far as 2,000. The natives fear that these soldiers will loot and make trouble and there have been some protests sent to Peking on that account.

It is to be hoped that their fears are vain, for Hainan surely needs a strong hand to suppress the robbery and blackmail and looting that has been carried on by both factions that have been contending here for the last few months.

Hoihow and Kungchow have many wealthy refugees from the interior who have come out to escape heavy assessments by the revolutionists who have practically the control of about half of the east side of Hainan. These rebels have attacked Kachek, and as they were repulsed they seem to have given up the plan they made of attacking the officials in Kungchow. They seem to be waiting now to see what the next move will be in Canton.

POLITICAL EXCITEMENT ACROSS THE STRAIT.

Lui-chow, just across the Strait, has been having political and other excitement which fairly seizes Hainan. One of our Hoihow residents has recently returned from there and he reports that the three Districts which made up the Peninsula declared their independence of Canton early in the year. Later, soldiers from Ko-chow came and took over the government of these three districts, and have controlled it for several months with the consent of the gentry and merchants. There were revolutionaries who were dissatisfied, and they came recently and drove out the Ko-chow soldiers from Si-yun, and hope, they say, to cut off supplies from the rulers so that they will withdraw.

YOUNG TIGERS CAPTURED.

A day or two later the report came that two young tigers had been captured and killed within ten miles from where the writer was staying. They were sold after they had been killed for \$21, and taken to Lui-chow, where they were cut up for food.

DEPARTURE OF THE FRENCH CONSUL. Our Hoihow foreign community have had some changes. Among the principal is the leaving of M. Hanche-comes, the French Consul, for France with his family. The duties of the Consulate will be taken over by M. L. de Purpansen, M.D., who had for the last three years the position of Physician to the French Consulate and Superintendent of the French Hospital, and has treated medically all classes of the foreign and native community.

CHANGES IN THE MISSIONARY COMMUNITY.

As to changes in the missionary community, we note that Rev. W. M. Campbell is absent in Shanghai on mission business. He is accompanied by his family. Miss Montgomery has recently returned from London to the Girls' Boarding School in Kungchow. We learn that Rev. F. D. Melrose is soon to arrive with his wife to take up mission work at Nodon in the interior, where his father died twenty years ago, and where his mother, Mrs. M. R. Melrose, has been since then a diligent and successful missionary.

SHIPPING NOTES.

The Pacific Mail steamer Ecuador, on her maiden trip to the East, left Manila at 5 o'clock last night and is expected to arrive in Hongkong early on Friday morning. She has 64 first-class, and 125 third-class passengers for Hongkong. The Ecuador leaves for Shanghai, Soerabaya and San Francisco on the 11th inst.

A northern contemporary states that the Bank Line, Ltd., has contracted to charter the S.S. *Deiwin Maru*, 6,000 tons d.w., registered in Japan, at the rate of 30 shillings (G. Yen 14.10 in Japanese currency) per ton, which amounts to \$3,000 per month. The *Deiwin Maru* is to make a round-the-world trip.

A Japanese company has been formed for the salvage of abandoned wrecks on the China coast and is locating such craft with a view of salvaging as much of the structural works as possible. Operations have already been commenced on the sunken s.s. *Mori Kio*, which was lost in the Chusan Archipelago in September of 1909 from which about one hundred and twenty tons of steel have already been recovered.

A Tokyo paper states that the Canadian Pacific Ocean Service, Ltd., the Toyo Kisen Kaisha and the Pacific Mail Steamship Company have agreed on a uniform schedule of passenger rates, which provides that all passages are to be paid on the basis of American gold dollars. For the last forty years and more, passenger fares on boats bound from the Orient to America have been paid on the basis of pounds sterling. They have also agreed to abolish the six months' round trip fare. The only round trip tickets to be sold in the future will be for a period of one year. The report adds: "Though it is carrying on its business independently of the agreement of three other steamship lines, the Nippon Yusen Kaisha will adopt the new tariff decided on by these three companies in the near future."

Quite a number of Japanese ships have been sold to foreign companies recently. We hear from a Japanese contemporary that the s.s. *Shimo Maru*, 3,519 tons gross, has been sold to Messrs. Macdonald and Co., of Manila, at the price of Yen 1,000,000 for delivery this month. The *Shimo Maru*, a new vessel of 3,183 tons gross, has been purchased by a British merchant for £205,000. In addition the *Yone Maru*, *Esaki Maru*, *Kinfunen Maru* and *Toku Maru*, have been purchased by foreigners. Rumours are current that the Japanese Government is contemplating stopping the sale of Japanese steamers to foreigners in the near future, in order to prevent shortage of hold space. The question was exhaustively debated, but the sentiment is said to be in favour of maintaining the status quo, prohibiting only the export of new steamers built under Japanese Government subsidies.

We take the following interesting note from the shipping page of the *Manchuria Daily News*, a Japanese paper printed in English at Dairen: "Nine steamship companies, including the Toyo Kisen Kaisha, working the Hongkong-America service, have entered into a compact under the style of the Trans-Pacific Conference. According to the latest reports from Hongkong, the Conference has decided to dissolve itself shortly at the initiative of the C. P. K., one of the most influential members of the Conference, and to re-organise the Conference under the new regulations, adding thereto as new members the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, and the Blue Funnel Line, all of which have hitherto chosen to keep aloof from the Conference. The two Japanese companies have expressed their willingness to join it, and the Blue Funnel Line is expected to follow suit. With this prospective formation of the new Conference, which is now within sight, comprising altogether thirteen steamship lines, it is anticipated there will be an advance of the Conference's steamer freight rates between Hongkong and America. Pacific ports by 50% subject to a 10% rebate over the rates now in force."

A Manila paper states that two new freight vessels of 4,000 tons capacity to operate between San Francisco, Manila, Hongkong and other ports are now being built in San Francisco shipyards, and will be ready for operation by January 1st. The company to operate the new line is the San Francisco and Hongkong Steamship Company, a newly organized firm, capitalised at a million dollars. The vessels are to be motorships of the most modern design, constructed with special attention paid to the efficiency of handling freight and passengers. They will be equipped with hull and semi-Diesel auxiliary engines, capable of developing ten knots an hour. As soon as the new ships are built, and the line is started on other lines, one of these is to be christened "The Blue of Manila." W. C. MacGeorge, a former Manila, is interested in the new company, and in a letter he states that he will probably visit the islands in the near future.

Several Chinese and American business men of prominent business standing, as well as prominent business men from other countries, have interested themselves in the new shipping company, of which Captain Walter R. Risdon is president. The president of San Francisco is the president.

IT NEVER FAILS. THE AMERICAN LINE, Ltd., has just received orders from the U.S. Government to transport troops and supplies to the Philippines.

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An Unhygienic Mouth is a standing menace to health.

PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dettol, thus establishing its value in the treatment of sore, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Riggs' Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

QUEEN'S DISPENSARY

Harper & Co., Ltd. 21 QUEEN'S ROAD, CENTRAL HONG KONG

THE ONLY EXCLUSIVE

IMPORTERS TAILORS IN THE COLONY.

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No. 1, WYNDHAM ST. (Opposite Market Street) HONG KONG

TO THE ARCHITECT AND TO THE ENGINEER.

"An ounce of demonstration is worth a pound of theory."

W. DEMONSTRATE WITH

"MALTHOID"

and we invite the Profession and others interested not only to witness our demonstrations, but to bear witness that the results justify the claims made both as to material and methods of roof construction.

DEALERS: "MALTHOID" LIGHTS: WATERPROOF: MALTHOID

Agents: BRADLEY & Co., Ltd. HONGKONG.

THE YOKOHAMA SPECIE BANK, LIMITED.

The Report to the Shareholders of the Directors of the Yokohama Specie Bank for the Half-Year ended 30th June, 1916.

states:—

The Gross Profits of the Bank for the past Half-Year, including Yen 1,224,716.90 brought forward from last year, amount to Yen 24,761,463.09, from which the sum of Yen 21,124,000.00 has been deducted for Interest, Taxes, Current Expenses, Rebate on Bills Current, Bad and Doubtful Debts, Bonus for Officers and Clerks, etc., leaving a balance of Yen 3,637,463.09 for appropriation.

The Directors propose that Yen 400,000.00 be added to the Reserve Fund, and recommend a Dividend at the rate of Twelve per cent. per annum, which will absorb Yen 1,800,000.00.

The Balance, Yen 1,837,463.09, will be carried forward to the credit of next Account.

GENERAL BALANCE, 30th JUNE, 1916.

Capital (paid up) Yen 30,000,000.00

Reserve Fund Yen 3,400,000.00

Investments Yen 1,708,615.84

Notes in Circulation Yen 10,114,330.24

Deposits (Current, Fixed, etc.) Yen 240,849,516.56

Bills Payable Yen 2,112,700.00

Accounts Payable Yen 2,112,700.00

Dividends Unclaimed Yen 2,112,700.00

Balance of Profit and Loss brought forward from last Account Yen 1,837,463.09

New Profit for the Year Yen 3,637,463.09

Total Yen 425,160,834.92

Assets

Cash Account Yen 1,837,463.09

In hand Yen 1,837,463.09

At Bankers Yen 1,837,463.09

Investments Yen 1,708,615.84

Securities Yen 10,114,330.24

Bills (Discounted, Loan, Advances, etc.) Yen 2,112,700.00

Bills Receivable and other Yen 2,112,700.00

Sum total Yen 425,160,834.92

SHIPPING

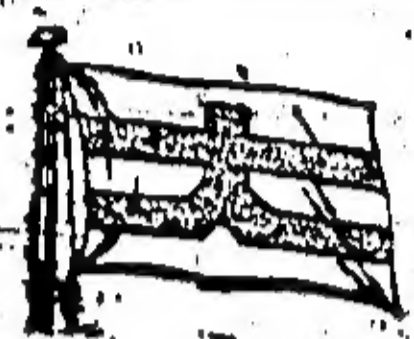
P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| For | STEAMERS | To Sail | Remarks |
|---|------------------------------------|--------------------|--|
| LONDON via SINGAPORE, PENANG, COLOMBO, Port Said and Marseilles | SARDINIA Capt. J. T. Jeffrey | Noon 8th Oct. | Direct Service. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NORSE Capt. D. Assauy | about 10th Oct. | Direct Service. |
| LONDON & BOMBAY via STORE, PENANG, CEBU, Port Said and Marseilles | NOYARA Capt. H. R. Hetherington | Noon 20th Oct. | Connecting at Colombo with Mail Steamer Mores. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NYANZA Capt. J. Gaunt | about 22nd Oct. | Direct Service. |

Wireless on all steamers. Return tickets at a fare and a-half available for Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office,
Acting Superintendents.

O. S. K.
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.
S.S. "HAWAII MARU" Capt. Saito. Friday, 13th Oct., at 3 p.m.
* Omitting Shanghai and Moji.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG and COLOMBO.
S.S. "LUZON MARU" Tuesday, 10th Oct. at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.
S.S. "SHIBETORO MARU" Capt. S. Yamane. Sunday, 20th Oct., at Noon.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.
S.S. "KAIJO MARU" Capt. Murakami. Sunday, 3rd Oct., at Noon.
* Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosa Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EASTERN | 18th September. | 11th Oct., at 4 p.m. |
| ST. ALBANS | 21st October. | 10th Nov., at 11 a.m. |

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: Connecting with From COLOMBO

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong 20th November.

For Rates of Freight apply to

THE BANK LINE LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM & CONTINENT.

For

"CITY OF MANILA" Oct. 10th, 1916.

Steamers proceed via Red Sea or Cape of Good Hope to Omani and India. Freight on goods carried by this line is subject to the terms of the charter party.

THE BANK LINE LTD.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|-------------------------|----------|--------------------|
| SHANGHAI | YUNYAN | Oct. 4, Daylight |
| SHANGHAI | SHANTUNG | Oct. 5, at 4 p.m. |
| CHIEFOO & NEWCHANG | CHINHI | Oct. 5, at 4 p.m. |
| SWATOW & SINGAPORE | KANCHOW | Oct. 6, at 10 a.m. |
| SHANGHAI | YINCHOW | Oct. 8, Daylight |
| HAIPHONG | CHONG | Oct. 9, at 10 a.m. |
| TIEN-TSIN | CHONG | Oct. 10, at Noon |
| SHANGHAI | CHONG | Oct. 10, at 4 p.m. |
| MANILA, CEBU & HONOLULU | CHONG | Oct. 10, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
MANTALA LINE. Twin Screw Steamers "Chinhu", "Taming" & "Teap". Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Teap".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. "Anhui", "Chenau", "Luchow", "Yingchow", "Shantung" and "Sinkiang", with excellent accommodation. Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|------------------------------|------------|------------------------------|
| SINGAPORE, PENANG & CALCUTTA | FATSHING | FRIDAY, Oct. 6, at Noon |
| MOJI & KOBE | HOPSHING | SATURDAY, Oct. 7, Daylight |
| SHANGHAI | WINGSANG | SATURDAY, Oct. 7, Daylight |
| MANILA | LOONGSANG | SATURDAY, Oct. 7, at 9 a.m. |
| WEIHAWEI & TIEN-TSIN | CHOW SHING | SUNDAY, Oct. 8, at 7 a.m. |
| HONGKONG & HAIPHONG | LOKSANG | SUNDAY, Oct. 8, at Noon |
| SINGAPORE, PENANG & CALCUTTA | NANSANG | TUESDAY, Oct. 10, at Noon |
| WEIHAWEI & TIEN-TSIN | CHIPSANG | TUESDAY, Oct. 10, Daylight |
| SANDAKAN | HINSANG | TUESDAY, Oct. 10, at Noon |
| MANILA | YUESANG | SATURDAY, Oct. 14, at 3 p.m. |

RETURN TOURS TO JAPAN.
The steamers "Kaitang", "Nansang", "Loosang" & "Yookang" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yatsing", "Kwangang" leaving Hongkong at intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.
* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Hankow, Weihaiwei.

* Taking Cargo on through Bills of Lading to Kuala Lumpur, Singapore, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passport with their Photographs and description of the vessel.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals, taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 315.

R.M.S.P. THE ROYAL MAIL
STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

| FOR | STEAMERS | DATE OF DEPARTURE |
|-----|----------|-------------------|
| For | STEAMERS | DATE OF DEPARTURE |

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 315 Sub. A, U.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent accommodation for Passengers and are fitted with Electric Light and Fans in Saloon and State-rooms.

For Freight or Passage, apply to
DAVID SANDERSON & Co., Ltd.,
General Managers.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

| STEAMERS | CAPTAINS | DEPARTS |
|----------|---------------------|-----------------------------|
| HAITAN | Capt. J. S. Thomson | SUNDAY, 8th Oct. at 12 Noon |
| HAIPHONG | Capt. J. W. Evans | FRIDAY, 13th Oct. at 3 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAKE & Co.,

General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer | Tons & Speed | Leave Hongkong |
|-------------|-----------------|--------------------------------|
| NIPPON MARU | 11,000-15 knots | Tues., 17th Oct. at 10.30 a.m. |
| SHINYO MARU | 22,000-21 knots | Wed., 1st Nov. at Noon. |
| PERSEA MARU | 8,000-14 knots | |
| TENYO MARU | 22,000-21 knots | |
| KWANTO MARU | 8,000-12 knots | |

SIBERIA MARU..... 18,000-18 knots..... Thu., 5th Oct. at Noon.
Leave Kobe.
KORSA MARU..... 18,000-18 knots..... Fri., 17th Nov. at Noon.
Leave Nagasaki.

* Proceeding to South American Ports. * Via MANILA, Omitting Shanghai.
* Cargo only. * Honolulu * Omitting Manila and Shanghai.

First Class to London..... \$71-10. Return (6 months) \$130.
" " " New York..... 250..... \$28-10.
" " " San Francisco..... 245..... \$28-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.
For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.
SHINYO MARU..... 22,000-21 knots..... Thurs., 9th Nov. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO AGENT.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | SAILING DATE |
|-------------|----------|--------------|
|-------------|----------|--------------|

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE.
KITANO MARU. Capt. Cope. Tons 18,000. THURSDAY, 5th Oct. at Noon.
FUBIMI MARU. Capt. Inaba. Tons 18,000. THURSDAY, 19th Oct. at Noon.

VICTORIA, RC. & SEATLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, S.H.M. & D. & YOKOHAMA.
SHIDZUKA MARU. Capt. Numa. Tons 12,500. WEDNESDAY, 11th Oct. at Noon.
KAMAKURA MARU. Capt. Kawajima. Tons 12,500. TUESDAY, 21st Oct. at Noon.

SYDNEY and MELBOURNE via MANILA, THURDAY, 12th Oct. at 4 p.m.
DAY ISLAND, TOWERS, VILLAGE, BRISBANE.
MIKKO MARU. Capt. Takeda. Tons 8,800. THURSDAY, 14th Oct. at Noon.
KAMI MARU. Capt. Yoshikawa. Tons 12,500. Nov. at 11 a.m.

CALCUTTA via SINGAPORE, COLOMBO MARU. Capt. Numa. Tons 10,000. WEDNESDAY, 18th Oct. at Noon.
PENANG & RANGOON.
BOMBAY via SINGAPORE, BOMBAY MARU. Capt. Shimozaki. Tons 8,000. THURSDAY, 19th Oct. at Noon.

MAGARAKI, KOBE & YOKOHAMA.
KAMI MARU. Capt. Takeda. Tons 8,800. FRIDAY, 12th Oct. at 4 p.m.
KAGA MARU. Capt. Takeda. Tons 8,800. HONDAY, 9th Oct. at 10 a.m.

SHANGHAI, MOJI & KOBE.
RANGOON MARU. Capt. Kobayashi. Tons 8,000. THURSDAY, 19th Oct. at Noon.
SHANGHAI & KOBE.
KIRIN MARU. Capt. Sakaki. Tons 9,000. FRIDAY, 6th Oct. at Noon.

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, S.H.M. & D. & PANAMA & COLON.
TSUYAMA MARU. Capt. F. Date. Tons 15,000. SATURDAY, 11th October.

For Freight or Passage apply to
DAVID SANDERSON & Co., Ltd.,
General Managers.

THE CHINA MAIL LTD.
6, Wynham Street, Hongkong

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

Contains the Most Extensive and Comprehensive News from NORTH CHINA.

All the Latest Intelligence from various Ports in China and Japan.

\$11.00 per Annual Volume in Monthly \$12.00 to all other Parts.

8, Wellington Street, Hongkong.

"OVERLAND CHINA MAIL"

THE WEEKLY BULLETIN OF THE CHINA MAIL.

CONTAINS ALL THE NEWS OF THE CHINA MAIL.

SHIPPING

P. & S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, SOYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for RATA, VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SARDINIA, Captain J. T. Jeffrey, carrying His Majesty's Mails, will be despatched from this port on Monday's RHODAN, the 8th October, 1916, at Noon, taking Passengers and Cargo for the above ports. The S.S. Sardinia will proceed through to Port Said, Marseilles and London.

Pull and Valuable for Bombay (under arrangement) will be despatched at Colombo, India, a steamer of the P. & O. S. N. Co. or B.S.N. Co.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendents,
Hongkong, Sept. 25, 1916.

AMERICAN & MANCHURIAN LINE.

For BOSTON and NEW YORK via PANAMA CANAL.

THE Steamship "NEWBY HALL" will be despatched for the above ports on FRIDAY, 20th October, 1916.

For freight and further particulars apply to
THE BANK LINE LIMITED,
General Agents.

Hongkong, Sept. 23, 1916. 1078

AGENTS.

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| NOVARA | Oct. 20 | * MOREA | Nov. 19 | Nov. 26 |
| NORE | Nov. 3 | Through Steamer | Dec. 6 | Dec. 17 |
| NYANZA | Nov. 17 | * MONGOLIA | Dec. 17 | Dec. 24 |
| MALTA | Dec. 1 | * MALWA | Dec. 31 | Jan. 7 |
| NANKIN | Dec. 15 | Through Steamer | Jan. 17 | Jan. 28 |
| NOVARA | Dec. 29 | Through Steamer | Jan. 31 | Feb. 11 |
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|--------|-------------------------|
| NORE | TUESDAY, 10th October. |
| NYANZA | SUNDAY, 22nd October. |
| MALTA | MONDAY, 6th November. |
| NANKIN | SUNDAY, 19th November. |
| NOVARA | SATURDAY, 2nd December. |

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| STEAMERS | Leave Hongkong about | Leave SINGAPORE about | Due at Marseilles about | Due at London about |
|----------|----------------------|-----------------------|-------------------------|---------------------|
| NORE | 10th Oct. | 10th Oct. | 10th Oct. | 10th Oct. |
| NYANZA | 22nd Oct. | 22nd Oct. | 22nd Oct. | 22nd Oct. |
| MALTA | 6th Nov. | 6th Nov. | 6th Nov. | 6th Nov. |
| NANKIN | 19th Nov. | 19th Nov. | 19th Nov. | 19th Nov. |
| NOVARA | 2nd Dec. | 2nd Dec. | 2nd Dec. | 2nd Dec. |

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|----------|----------------|-------------|-----------------------------|-------------|
| NORE | 10th Oct. | 10th Oct. | NORE | 10th Oct. |
| NYANZA | 22nd Oct. | 22nd Oct. | NYANZA | 22nd Oct. |
| MALTA | 6th Nov. | 6th Nov. | MALTA | 6th Nov. |
| NANKIN | 19th Nov. | 19th Nov. | NANKIN | 19th Nov. |
| NOVARA | 2nd Dec. | 2nd Dec. | NOVARA | 2nd Dec. |

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| S.S. HOKUTO MARU | For Moji, Kobe & Yokohama | Macassar & Balikpapan | 10th Oct. |
| S.S. BORNEO MARU | For Batavia, Cherbon, Samarang, Sourabaya | Macassar & Balikpapan | 24th Oct. |
| S.S. RYUJUN MARU | For Moji, Kobe & Yokohama | Macassar & Balikpapan | 24th Oct. |

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THE PRUSSIAN GUARD
DEFEAT.

BURTON HEADQUARTERS, August 28.

The weather continues bad for operations on any scale. The rain is not continuous, but spells of clear sunshine alternate with showers, some of which have been almost tropical in their character. At intervals in the last three days a great deal of moisture must have fallen, and though the earth was so dry from the long drought that it can absorb a great deal without becoming water-logged, the mud in the trenches rather impedes movement.

In spite of these conditions we have made small gains here and there, notably in the country north of Bazentin-le-Petit and between Delville Wood and Ginchy. Prisoners also continue to come in, partly from the new bits of trench captured, but chiefly being stragglers who had taken refuge in shell holes and isolated positions in the ground captured in our recent advances, especially in the Thiepval sector.

The official communiqué has told us of the failure of the Prussian Guard in a counter-attack which they attempted to make against the Wiltsches and Worcester-shires, after those troops had made their very successful push of the 24th towards Thiepval. It now appears that the experience was as humiliating as any which the Guards can ever have had to submit to.

In my dispatch at the time I described the terrible character of our bombardment which preceded the attack. By the time that our men got to the enemy's trenches, sometimes there is not and was not in this case much of the trenches left. As soon as our men are installed therein, moreover, the enemy takes his turn at them with all the guns that he can command and knock the poor fellows about still more. Our men, of course, turn to at once and repair and dig so that the trenches may give some shelter, but it takes great steadiness and grit to hold on through the shell fire which is almost certain to be the introduction to a counter-attack.

A FETTER'S ADVENTURES.
In this case the Wiltsches and Worcester-shires "stuck it" splendidly. However disreputable the trench might be, they had won it and did not propose to let go. While they held on and dug for their lives, a runner was sent back with a message to the rear. He got there, delivered his message, and started back, and again made his way through the barbed wire unscathed. But so completely obliterated was the trench in places that when he got back to it, he never noticed it.

The ground in places such as this is so ploughed up that, after one section of a trench, which was never, perhaps, too deep, has been smashed by a few direct hits from heavy shells, it becomes more or less indistinguishable from the earth.

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